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The Hongkong Telegraph

(ESTABLISHED 1881.)

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December 6, 1916. Temperature 6 a.m. 63 2 p.m. 72
Humidity 87 54

December 6, 1916. Temperature 6 a.m. 66 2 p.m. 72
Humidity 71 57

WEATHER FORECAST—
FAIR.
Barometer 30.00.

7531 日二十月一十

WEDNESDAY, DECEMBER 6, 1916.

三拜禮 號六月二十英曆 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

CABINET RECONSTRUCTION.

RESIGNATION OF MR. LLOYD GEORGE.

MR. ASQUITH INSISTS ON CHAIRMANSHIP OF WAR COUNCIL.

December 5, 7.05 a.m.
The *Morning Post* says that Mr. McKenna's departure from the Treasury is regarded as settled.

According to the *Daily Graphic*, Mr. Lloyd George desires changes at the Foreign Office, on the Woolstack, in the Treasury and at the Admiralty. It is probable that Mr. Lloyd George will leave the War Office, where he has not found scope for his energies, but a Lloyd George Government is still regarded as impossible.

The consensus of opinion among the papers is that Mr. Balfour will leave the Admiralty, though not immediately.

A meeting of Manchester Liberals passed a resolution of confidence in Mr. Asquith.

A Labour Protest.

December 5, 7.05 a.m.
Mr. J. H. Thomas, M.P., Labour Member for Derby, speaking at Kentish Town, said that Ministerial strikers ought to be stopped. The workers would not tolerate a Dictatorship. A continuance of the present agitations would split the country, and Labour would enter the conflict determined to see justice done to Mr. Asquith.

Cause of the Crisis.

December 5, 7.05 a.m.
A correspondent of the *Star* asserts that the real cause of the crisis is a conflict between the Eastern schools of strategy, Mr. Lloyd George favouring the latter's demand by an offensive from Salonica.

Mr. Asquith's Final Decision.

December 5, 1.45 p.m.
The *Westminster Gazette* announces that Mr. Asquith has definitely declined the proposal to form a War Council of which he is not a member. The next move remains with Mr. Lloyd George, but it is understood that Viscount Grey and the principal members of the Cabinet will support Mr. Asquith.

The same journal says Mr. Lloyd George demanded a smaller War Council, with practically unlimited powers, the Premier to be excluded and only to have the right to veto its decisions. Mr. Asquith approved of a smaller War Council, but held that the Premier must be Chairman of it. He would rather resign than submit to any other arrangement. Mr. Asquith's decision is final.

Conflicting Rumours.

December 5, 7.30 p.m.
The late editions of the evening papers are filled with conflicting rumours.

Some announce simultaneously Mr. Lloyd George's resignation and Mr. Asquith's refusal to stand outside the War Council, indicating that the first is a direct sequel to the second.

Others hope that resignations will be avoided ultimately. Mr. Asquith is labouring to retain Mr. Lloyd George. The situation is, therefore, liable to modification.

Mr. Lloyd George Resigns.

December 5, 7.55 p.m.
Mr. Lloyd George, Secretary of State for War, has resigned.

[Mr. Lloyd George first entered Parliament for Carnarvon in 1893, which constituency he has represented ever since. After making a big reputation for himself at the Board of Trade for three years, he became Chancellor of the Exchequer in 1908, which office he held until last year, when he was appointed Minister of Munitions. On Earl Kitchener's death, he was appointed Secretary of War. His political rise has been rapid, and since the war his popularity has become greatly enhanced. He is 52 years of age.]

ON THE WESTERN FRONT.

An Unsuccessful Enemy Attack.

December 5, 1.40 p.m.
General Sir Douglas Haig in a communique, says:—An enemy raid, following a heavy bombardment, southwards of Loos, completely failed.

French Airman's Fine Work.

December 5, 4.20 p.m.
A French communique says:—There is a calm on the whole front in the West.
Second-Lieut. Nugesser brought down two German aeroplanes, one on fire, on the Somme, these bringing his total up to twenty.

THE WAR ON NORWEGIAN SHIPPING.

December 5, 7.05 a.m.
A message from Christiania states that 242 Norwegian ships have been sunk since the beginning of the war, including 93 during the past three months.

INDIAN DIVISIONAL COMMANDER'S PAY.

December 4, 7.55 p.m.
In the House of Commons, Mr. Chamberlain stated that he did not see any sufficient reason for inviting the Raj to reconsider the question of the pay of Divisional Commanders appointed since the war.

FAILURE OF SURPRISE ATTACK ON ITALIANS.

December 5, 10.10 p.m.
An Italian official message says:—The enemy's attempted surprise attack on our positions, northward of Saint Caterina, broke down under our fire.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE RUMANIAN SITUATION.

German Claim 17,000 Prisoners.

December 5, 2.50 p.m.
A Berlin official message states that General von Meckensen, pursuing and breaking the resistance of the enemy rearwards, has crossed the railway line from Bakharest to Targoviste towards the east.

The prisoners taken on the 3rd inst. have increased to 12,500, while 4,500 have been taken elsewhere.

THE GREEK CRISIS.

No Immediate Danger to Britishers.

December 5, 9.30 a.m.
In the House of Lords, the Marquis of Crewe stated that a telegram from the British Minister indicated that a certain degree of order has been re-established at Athens, and that no immediate danger to British life and property is apprehended.

Lord Crewe re-affirmed that the Government regarded the situation as grave and was determined to fit the responsibility and secure that there shall be no repetition of the outrages.

THE BALKAN STRUGGLE.

Serbian Still Doing Well.

December 5, 4.20 p.m.
A French communique says:—The Serbians repulsed all enemy counter-attacks at Staravina with sanguinary losses. They captured five guns and three mortars.
The Franco-Serbian also advanced north of Paralovo.

Switzerland Not Concerned.

December 5, 7.05 a.m.
Reuter's correspondent at Berne states that the Federal Council has rejected regulations by the cantonal councils protesting against the Franco-Belgian deportations, as this would involve an investigation which is not within Switzerland's province.
It was mentioned that during the war the Central Powers had addressed to Switzerland thirty-seven, and the Entente forty-eight, protests of violations of international law.

Further Serbian Gains.

December 5, 11.15 p.m.
A Serbian official announcement says:—We have developed successes north of Granista and Badimirci and have carried new fortified positions.

THE BELGIAN DEPORTATIONS.

A Protest by Holland.

December 5, 10.25 a.m.
According to Reuter's correspondent at the Hague, the Foreign Minister, replying to questions in the Chamber regarding the Belgian deportations, said the Government had written to the German Government expressing the view that the deportations were opposed to the principles and the spirit of international law. He added that the Government would have refrained from taking steps in the matter but for the responsibility attaching to the Government in regard to those Belgians who originally took refuge in Holland and later returned to Belgium, trusting in the guarantees that they would not be deported to Germany, which had been expressly given by the highest German authority at Antwerp. The Dutch Government expressed the hope that these deportees would be repatriated.

ADMIRAL JELlicoe, O.M.

December 5, 7.05 a.m.
His Majesty the King has invested Admiral Sir John Jellicoe with the Order of Merit.

ECHO OF THE CEYLON RIOTS.

December 4, 7.55 p.m.
In the House of Commons, Mr. Steel-Maitland stated that the procedure adopted in the case of Singha, in Ceylon, would be adopted in any similar case which, in the Governor's opinion, required investigation. He saw no reason to modify the opinion that the appointment of a Commission from Britain to enquire into the Ceylon riots was unnecessary and undesirable.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

THE P. AND O. REPORT.

December 4, 2.40 p.m.
The P. and O. S.N. Company's report shows a credit balance of £669,646. A dividend on deferred stock of 18% is provided for, £85,329 is carried forward and the reserve fund receives an addition of £123,000. The deferred stock redeemed is £100,000, and deferred stock to the extent of £205,820 is issued to acquire practically the whole of the ordinary shares of the New Zealand Company.

TON FOR TON.

December 4, 2.40 p.m.
Reuter's Shanghai correspondent says the British Chamber of Commerce in China have unanimously passed a resolution urging the Imperial Government to adopt the ton for ton policy.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE CABINET CRISIS.

Will Mr. Asquith Remain?

December 5, 2.15 a.m.
The Press Association announces that Mr. Asquith remains as Prime Minister. It is believed that he is in consultation with Mr. Lloyd George and Mr. Bonar Law, will settle all the differences with few changes in office, but with a smaller and more powerful War Council.

The opinion in the Lobby is that Sir Edward Carson will not enter the Ministry and that the War Council will consist of Mr. Asquith, Mr. Bonar Law and Mr. Lloyd George.

It is supposed that Mr. Bonar Law will take the Admiralty and Mr. Balfour the Colonial Office.

December 5, 6.15 a.m.
The venter of conflicting statements in the papers concerning the political crisis shows that everything is still in the melting pot.

The *Daily Telegraph* states that Mr. Bonar Law played an important and patriotic part, in conciliation during the period of difficulty.

The *Times* says that Mr. Lloyd George adheres strictly to his position. The crisis is unchanged; but the Unionist Ministers, except Mr. Bonar Law and Lord Derby dislike the prominence of Mr. Lloyd George and Sir Edward Carson.

The *Daily News* states that the Unionist Ministers are loyal to Mr. Asquith, but there was a disquieting rumour last evening that Mr. Asquith had decided to resign, accompanied by all the Liberals except Mr. Herbert Samuel and Hon. E. S. Montagu, and that the succeeding Ministry would be—Mr. Bonar Law, Premier and First Lord of the Admiralty; Mr. Lloyd George, Foreign Minister; Lord Derby, Minister for War; Mr. Herbert Samuel, Chancellor of the Exchequer; Hon. E. S. Montagu, Minister for Munitions; Lord Reading, Lord Chancellor.

The *Daily Chronicle* says it is rumoured that Mr. Asquith will resign to-day, declining to be excluded from the War Council. Viscount Grey and his principal colleagues support him. If Mr. Asquith does not resign Mr. Lloyd George, Mr. Bonar Law and other Unionists will withdraw. A strong effort is being made to oust Mr. McKenna, Chancellor of the Exchequer.

IN THE BALKANS.

Rumanian Units Cut Off.

December 5, 5.45 a.m.
An Austrian official announcement says:—The Rumanian units previously cut off in Lesser Wallachia are being systematically destroyed in a continuous battle.

The Danube is open to us. The booty is extraordinarily rich.

The Russians in the Carpathians are exhausted, and their attacks have slackened.

Serbian Captures.

December 5, 1.20 p.m.
A Serbian communique states:—We captured another village north of Monastir by assault, and two howitzers. The Bulgarians retreated northwards.

THE SUBMARINE CAMPAIGN.

December 5, 7.05 a.m.
The following sinkings are reported:—The steamers Moeraki and King Bloddy (British), Yra (Danish), Demetrios Inglesias (Greek), Erich Lindoe and Boesi (Norwegian). Five of the crew of the Nagata Maru were killed and five wounded by gunfire.

AUSTRIAN EMPEROR IN COMMAND.

December 5, 7.05 a.m.
A Vienna message states that the Emperor Charles has assumed the supreme command of the Austro-Hungarian forces.

CARGO SUPERINTENDENTS.

Enemy Influences.

London, October 31.—It is a sad, but nevertheless true fact, that when war broke out the leading and strongest cargo superintending firm in the ports of Great Britain was German. The Board of Trade has now put this firm out of business, but its influence is still at work in every large English port—under different names.

Inquiries by the London representative of *The Journal of Commerce* to authoritative quarters reveal a serious state of affairs in this direction. That enemy cargo superintendents can act as the most dangerous spies in the sending of information to German submarines, there can be no doubt. Many shipping men believed that with the sale of the Unredal Line some weeks ago the last trace of enemy shipping influence had been swept from this country. Unfortunately this is not the case at all. British shipping interests are menaced—and indeed have already been damaged—by enemy cargo superintendents.

tending. The extraordinary part of the business is the marked slackness of shippers abroad and receivers here, and vice versa, as to the standing and efficiency of the firms they employ to superintend their cargoes.

It was once thought that cargo superintending was just a small branch of the great tree of the British shipping industry. But during the last two years the cargo superintending has become a powerful figure in the shipping world. It is he alone who knows the quality and quantity and source and destination—in fact, every detail—of all cargoes leaving the port. For such information to be in enemy hands in war time is a scandal.

The German firm of Goldstick, Hainz, and Co., of Billiter-street, E.C., were warned out of English ports when the war started. A supervisor, appointed by the Board of Trade, is now in charge of their office. When they were put on the black list the Board of Trade reported that the majority of the profits of the company went to Germany.

A report in a Copenhagen paper a few weeks ago showed

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

OBITUARY.

Mr. J. D. Archbold.

London, Received December 6.
Reuter's correspondent at New York—announces the death of Mr. J. D. Archbold, the President of the Standard Oil Company of New Jersey.

[The deceased, who was born in 1848, went to the Pennsylvania oil regions in 1884 and spent eleven years in the petroleum industry. He was formerly President of the Acme Oil Company, and had been connected with the Standard Oil Company of New Jersey since 1876. He was also a director of various other enterprises and President of the Board of Trustees of Syracuse University.]

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

that a shipment of barrels of "harrings," which was held up on its way to Germany by the Danish police, because the "harrings" were rubber, was forwarded through the above-mentioned firm. It is now known that the firm of Goldstick, Hainz, in Copenhagen trades as the Nordisk Kontrol-forretning. In Italy a re-christening of a like nature has taken place. But worst of all, the firm has its representatives in most British ports—sheltered under nice British names. Beyond the dangers hinted at above, British commercial reputation has been damaged in neutral and Allied countries by the actions of these "British" firms.

German agents have now practically the whole of the loading and unloading of Swedish ships in Swedish ports in their own hands. The same applies to U.S.A. ports. In the latter case the American shippers are brought under German influence by being asked to place the control of their business on this side in the hands of people who were previously employed by a German firm.

In the case of Sweden and the U.S.A. matters can only be improved by individual inquiries and safeguards, but in the case of British ports the Board of Trade might well step in to rid the country of this admittedly dangerous element before their methods lead to still more serious consequences.—*Journal of Commerce*.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Saturday, December 9.
Victoria Recreation Club—Amateur boxing contests.

Monday, December 11.
P. W. D. Offices.—Crown Land Sale; 3 p.m.

Thursday, December 14.
Hongkong University.—Conferment of degrees; 5.30 p.m.

Friday, December 15.
Theatre Royal.—Opening performance of "Kismet" by A.D.O.
Saturday, December 16.
Hongkong Winter "Bale"

NOTICES.

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Agents.

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SHEWAN, TOMES & CO.
AGENTS.

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Telegraphic Address: "TERNETEL." Code Used: A.B.C. 5th Edn.

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We guarantee everything put up and sold by the Alexandra Cafe to be of first class quality. Try our own milk, Pork Sausages and Pork Pie. Pure Java Coffee Roasted and Ground Daily and put up in 1 lb. Tins at 50 cents. We give you a splendid Cup of Instant Tea. 11/2 lbs. and sold direct of every description.
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WE SELL SANAPHOS.

AN ENTIRELY BRITISH PRODUCT - prescribed by the highest medical authorities. An ideal summer tonic for re-strengthening the worn nerve tissue. We can recommend it.
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BY HECK, Fox Trot.
SOMEWHERE A VOICE IS CALLING.
LITTLE GREY HOME IN THE WEST.
ABSENT.
ROOSTERS, YAWN, Fox Trot,
ETC., ETC.

ROBINSON'S

GENERAL NEWS.

The German in China.
Arnhold, Karberg and Co. are said to be actively engaged in purchasing cowhides at Tientsin and forwarding them by neutral steamers to the U.S. to be used there as material for making shoes and boots for the German army. Examination of Chinese Naval Students.

A proclamation has been issued by the Prefect of Shanghai that the Ministry of Marine will hold an examination there of students wishing to enter the service of the Chinese Navy. Candidates must send in their names and applications at the Prefect's Office in Shanghai between December 1 and 10, and their examination will begin on December 11. Students passing this examination will be sent to the different naval colleges as the Government may direct.

An interesting wedding.
The marriage of Miss Mabel Blanche Roberts and Mr. Fred Barton, both of Shanghai, was solemnized on September 18 in the presence of Mr. Henry B. Hitchcock, the U.S. Vice Consul in Nagasaki. Mrs. Barton was granted a divorce from Mr. M.H. Newman, formerly proprietor of the Aetor Roof Garden theatre, in the United States Court for China on September 13. She was also allowed to resume her maiden name. Mrs. Barton's home is in Detroit and Mr. Barton comes from Miles City, Mont. - China Press.

Food Distress in Germany.
The Zeevaarder correspondent of Handelsblad gives a sad description of the distress prevailing among the poorer classes in Germany. Despite the strict German regulations that nobody shall be allowed to approach within three kilometres of the frontier, he says, hundreds of women are tramping along fields and crossing rivulets in order to reach the Dutch frontier to buy something to eat; and pitiful scenes are witnessed when the Dutch frontier guards are obliged to deprive the women of what they have bought. Hundreds of women who dare not go into Holland wait all night on secret smugglers' routes in order to be the first to get some of the food the smugglers bring across.

Why Prices Fell.
A Kokusai telegram to Japan dated Washington, November 22, says that Mr. John J. Fitzgerald, Democratic Representative from New York, chairman of the House Committee on Appropriation in the 64th Congress, has announced that he intends to press for legislation an embargo on the exportation of foodstuffs from the United States in the coming session of Congress. It is understood, the despatch adds, that President Wilson and the Administration are opposed to such legislation. This probably explains why cotton and other produce dropped in price on the New York market last week. - Exchange.

Shanghai Motor Fatalities.
In the Shanghai Mixed Court report for October, Mr. M. O. Springfield, Acting Registrar, says: "Out of eleven inquests held during the month seven were in connection with motor car accidents - an unusually large number seeing that from January 1 to September 30, 1916 - a period of nine months - there were in all eight such inquests held. As the result of verdicts returned in inquests held this month, two chauffeurs were charged with manslaughter and sentenced to six and three months' imprisonment and to pay compensation in the sum of \$100 in each case. Why cannot the owners be punished? That is the only effective way to stop reckless driving.

Political Agitation at Peking.
Judging by the present indications, there is no room for doubt as to Mr. Han Shih-chang's re-entering the political arena to side over the situation, says the Manchuria Daily News. The Northern Militarists, however, in hopes of maintaining their foothold, are planning to put Gen. Wang Shih-chang at the head of the Ministry in connection with the recent release of the Chief Secretaryship of the Cabinet, is pulling the wires. They are desirous of keeping control over the Bank of China and the Bank of Communications with an intention to draw funds necessary for carrying on the Wang Ministry.

GENERAL NEWS.

Sven Hedin Very Satisfied.
Dr. Sven Hedin, interviewed by the *Pester Lloyd*, expressed his great satisfaction with the present situation of the Central Powers. As regards the position of Sweden he said there were only two courses open to her. She must maintain neutrality or, if forced to abandon it, she must take the right step and throw in her lot with the Central Powers.

The Yunnan Opium Case.
The trial of Chou Chin-piao, ex-Taojin of Shanghai, on a charge of being concerned in the smuggling of a large quantity of Yunnan opium into that port, was concluded last week. The Court found that Chou was guilty of suppressing and destroying evidence, and sentenced him to imprisonment for eight months and deprivation of his right to become an official for two years. Upon application by his Counsel, the Court allowed the defendant to pay a fine in place of imprisonment.

Our Good Friend the Kaiser.
All who know anything of the real views of the Hohenzollerns know that the Kaiser and his hopeful son live in the most lively dread of a St. Helena ending to the war, observes the *Globe*. Care for his own skin is, as the Crown Prince is said to have observed, one of the leading traits of every member of this amiable family, and though all of them can face with equanimity the slaughter of other Germans by the million, none of them like the prospect of exile and perpetual imprisonment for himself. We cannot help thinking that it would have a powerfully disturbing effect upon His Majesty's judgment if the Allies made it plain that when they said they would hold all the criminals personally responsible they did not exclude the All-Highest.

A Tip for Hongkong.
Trinidad Chamber of Commerce has proclaimed itself abashed of the times, observes the *Globe*. It has affirmed its determination to have, if possible, nothing to do with the Hun trader. It wants no persons of enemy parentage or nationality to own real estate or carry on business in the colony, and no competition by ships of such origin with British, Allied, or neutral-owned ships on equal terms. This is what, in the slang of the day, is known as going the whole hog. The remarkable aspect of the position is that while our far-off dependencies have no doubt about the right policy to pursue, Ministers at home continue to pursue a boggling, hesitating policy of government by committee.

Ruination to be Called German.
In granting an injunction to S'enggers Ltd., athletic appliances manufacturer, against O. Gibbs and Co., Nottingham, in an action for damages for alleged libel, defendants having said plaintiffs were a German firm, the Judge in the Chancery Division said the meaning which the words would be understood by ordinary persons to bear was about as defamatory at the present time as anything could be. Evidence had been given as to the effect of calling a firm German, and he thought it was common knowledge, at the present day, that to describe a firm would ruin the business. The statement complained of had been proved to be untrue, and he held that the plaintiffs were entitled to their injunction, and he made an order to that effect, with costs.

Dr. Wu Ting-fang at Tientsin.
Peking, Nov. 30.—Dr. Wu Ting-fang arrived at Tientsin yesterday and is expected in Peking to-day. It is possible, however, he may stay a few days at Tientsin. Admiral and Mrs. Winterhalter left Peking yesterday after a week's stay, during which Admiral Winterhalter was received in audience by President Li Yuan-hung. At Tientsin to-day, Admiral Winterhalter will inspect the 15th United States Infantry, after which he will proceed to Shanghai. Despite the official stringency, the Government has been obliged to grant the request of the Taichung of Shanghai that he be allowed to retain the promised remittance for the sixth and seventh years in order to facilitate the repayment of debts and loans incurred through the disbandment of revolutionary troops.

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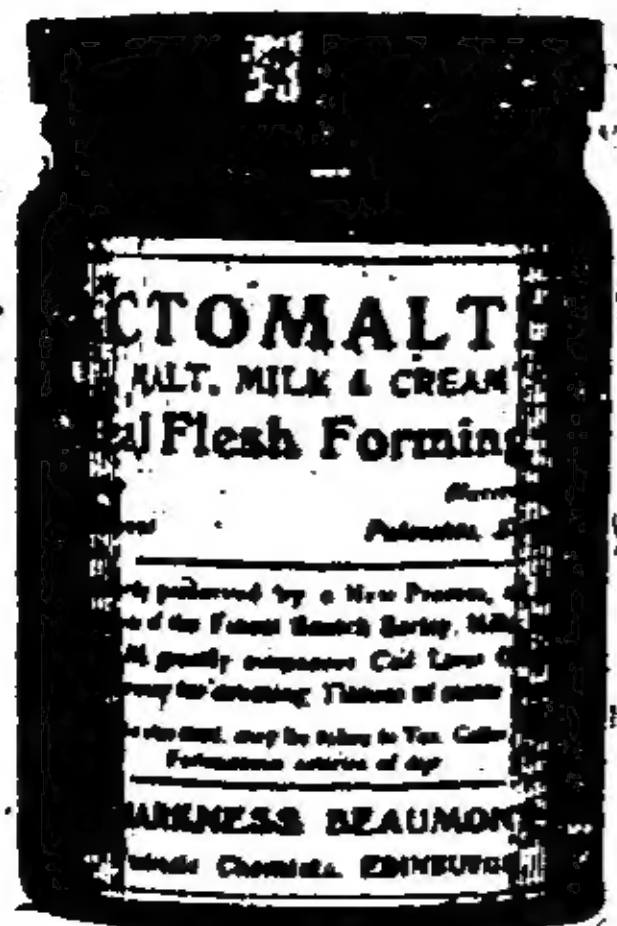
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GENERAL NEWS.

The Wilson Administration.
Washington, November 24.—Opinion has been reversed as to the likelihood of changes being made in the cabinet of President Wilson after his inauguration for a second term on March 4 in his replies to messages of congratulation on his re-election sent by cabinet ministers, the President uses such phrasing as seems to indicate that all of them will be retained in office.

Bishop and Sunday Cinemas.
The London Sunday Defence Union states that the Bishop of Willesden, a Vice-President of the Union, is opposing the granting of L.O.O. licences to cinema theatres, "unless the Council undertakes strictly to enforce its own regulations against Sunday shows." The ground of the Bishop's opposition is stated to be "that Sunday opening of cinema theatres is detrimental to the well-being of the community and is a disregard of Divine and human law relating to the Lord's Day."

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

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Hongkong 15th September, 1916.

NOTICES.

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Commercial Gazetteer of China and Manila

will contain a complete Directory of Firms and Personnel, the principal Chinese Firms, Government and Municipal Officials, Consulates, Public and Private Schools, Missions and Members, Clubs and other Associations and an alphabetical list of Foreign Residents in

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All communications intended for publication should be addressed to the Editor.
Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. 50 copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
(Payable in Advance.)
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who have been appointed our agents there.
By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 6, 1916.

AN UNHAPPY NATION.

The longer the war continues, the more miserable a figure does Greece, the only Balkan nation out of it, cut in the eyes of the world. All the way through she has halted and hesitated, waiting to see which side it would pay her best to come in on. She has broken solemn pledges to those with whom she is bound by Treaty obligations; she has played the Allies false, and failed to please the Central Powers; and now she finds herself in a hopelessly confused state, in the grip of a grave crisis, with not a friend to count on in her day of trouble. She has, through the pass to which she has been brought by a double-dealing monarch, forfeited all claim to sympathy and lost the respect alike of her hereditary friends and her traditional enemies. Such are the fruits of the backboned policy which she has chosen to follow at a time when, had she the courage of her convictions, she should be reaping satisfying rewards.

Greece made a fatal blunder when she failed to discharge her obligations to the plucky Serbians when the latter found themselves at the mercy of a bullying, brow-beating enemy, and since that day she has, under the cloak of a benevolent neutrality, been playing a double game with the Allies in general. She saw nothing irregular in handing over large quantities of war material to the Central Powers, while King Constantine did not allow his conscience to trouble him in the least when, having spontaneously offered to compensate the Allies by a like grant, he went back on his word, thus precipitating the present crisis. Then, too, the Greek authorities gave a guarantee that disturbances should be prevented, but, so far from carrying out this undertaking, we see the Government helpless to keep its own soldiery within bounds, and the culminating point has been reached by the shedding of Allied blood in an attack which Lord Robert Cecil rightly describes as treacherous and unprovoked. No wonder is it that the British and French Press are urging that such measures shall be taken as will bring the King and his Government to their senses. King Constantine and Palace circles are very much mistaken if they think they can play ducks and drakes with the Allies. It is rather premature as yet to talk of the resumption of normal relations between Greece and the Allies, as those in high places in Athens are apparently doing.

The fact that two pro-German officers have been brought back to power as heads of the General Staff is not a reassuring sign: we may even next hear that Greece has decided to throw in her lot with our enemies. At any rate, the Allies can afford to take no risk in a case like this. The situation needs very careful watching. The tragedy of it all is that the Greek people are, at heart, all for the Allies. They know that the only hope for a realisation of their national aspirations lies in the victory of those who are championing the cause of the small nations, and they know also what a Germanised Greece would mean. The unfortunate nation has been brought to its present unhappy state solely by reason of the falsity and the intriguing of a despicable monarch and a treasonable military clique. These are the dangerous elements on whom a sharp eye will have to be kept. And if Greece is made to pay dearly for her sins of omission and commission, there will be the men on whom the responsibility will heavily rest.

The Police and the Government. The case in which a Chinese firm has been summoned for obstruction has its special interest for the ordinary Hongkongite in that it raises the question of the powers of the Police. It may not be easy for the lay mind to see how Mr. Wood could have offered any other decision than that published in last night's *Telegraph*; but unfortunately this gentleman has acquired somewhat of a reputation for not being an enthusiastic friend to the Police, and thus, in spite of oneself, one is apt to approach many of his judgments almost with prejudice. As usual, the real fault lies with our old friend the Hongkong Government. Our legislators know perfectly well that there are certain peculiarities attaching to the every-day life of this Colony, and that it cannot be run satisfactorily on the lines pursued in some one-horse town at home, or even in London. They know that the Chinese can only be handled efficiently by men of experience and resolution, and that these ought to be left a tolerably wide discretion; and yet they piously refrain from conferring fuller powers on the Police. Our Police system in itself is excellent; it is under the control of an exceptionally able and hard-working official, who is well supported by capable subordinates—and yet there are times when both the Government collectively and magistrates individually appear to think it a stern duty to thwart these men who work tirelessly in the Colony's interests. We Britishers have a habit of regarding a magistrate as a sort of divinely-inspired oracle, and, be he a genius or be he an ass, he is still justified, in the estimation of most of us, in overruling experienced Police officials. Such a case as that decided yesterday need never have been brought at all if the Police were empowered to take the law into their own hands to a greater extent. So long as some of our officials remain obsessed with the notion that the Police Department is a sort of bloody inquisition which only exists for the purpose of tormenting the helpless and afflicted, so long will a lot of valuable time be wasted and a lot of guilty persons go unpunished.

Hew Germany "Fights."
Some while ago we published rumours to the effect that the Germans are deliberately infecting their prisoners with disease. We merely mentioned these as rumour, for no confirmation was to hand. The other day, however, *L'Echo de Chine* set our doubts at rest by the plain and unvarnished assertion that "the French Government is in possession of documents from which it transpires that the Germans are so inoculating their prisoners with disease. The dossier composed of these documents will only be published in its entirety when the war is finished and when the moment has come for the settlement of accounts." Our Shanghai contemporary proceeds to state that the French Government has established the authenticity of the documents, which disclose the awful fact that "already fifty thousand Frenchmen have been artificially infected, without reckoning hundreds of thousands of unhappy persons of other nationalities." The infecting, we gather, takes place in secret camps, not one of which has been inspected by the authorities of any neutral nation. In one of them, a German doctor, having methodically mixed tubercular patients with others, remarked: "Thus I also make war—but after my own fashion." When the disease has established its grip, the sufferer is sent out of the country in order that he may spread the infection far and wide. And it is the nation responsible for such work that we are bidden "not to humiliate"; it is men of such a nation who, when they die on British soil after dealing out destruction with aeroplanes, bombs, or given a military funeral! What our Government at home may choose to do about allowing Germans to return to Britain after the war we should not like to prophesy; but we are unwilling to believe that the men of Hongkong will stand by and see a single one of them re-enter this Colony.

DAY BY DAY.

MAKE THE BEST OF EVERY-THING.
THINK THE BEST OF EVERY-BODY.
HOPE THE BEST FOR YOURSELF.
—Stephenson.

The Mails.
—Due per a.s. Athens to-day.
Siberian Mail.—Closes per a.s. Sinking at 3 p.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.13/16d.
To-morrow's Anniversary.
To-morrow is the 101st anniversary of the shooting of Marshal Ney.

Rubber Dividend.
Messrs. Benjamin and Potts advise us that the Ayer Tawah Rubber Co., Ltd., has declared a final dividend of Tls. 2.00, and the Alms Estates, Ltd., a final of Tls. 0.90.

Fall Downstairs.
An amish, living at 286, Queen's Road East, was sent to the Government Civil Hospital yesterday suffering from severe injuries to the base of the skull, caused by falling downstairs.

To Our Readers.
We would remind our readers that all matter intended for publication in the *Telegraph* should be addressed to the editor. All business communications should be sent to the manager.

For War Charities.
Mr. E. Belmont, the Italian artist, has generously handed over to Lady May, for the War Charities, the sum of one hundred dollars, part of the proceeds from the recent sale of some of his pictures.

Seats for "Kismet."
Those who have reserved seats for any of the four performances of "Kismet" are advised to take up their tickets before Saturday, 10th inst., otherwise they will be sold to meet the great demand for seats.

Lady May's "At Home."
There will be no tennis at Mountain Lodge on Friday, on account of the Mission service which is being held that day. Lady May will, however, be "At Home" as usual on the following Friday.

Allice Memorial Hospital.
The Hon. Treasurer of the Allice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Sir Robert Ho Tung, \$100; Ho Fook, \$25.

The Wanderer's Return.
A Chinese was found in Robinson Road yesterday in possession of a package of pepper. In consequence, he was charged before Mr. O. D. Melbourne, at the Police Court this morning, with possessing the pepper for an unlawful purpose. On this charge he was discharged, but as it was proved that he had been previously banished and had returned before he ought, he was sentenced to 12 months' hard labour and four hours' stocks.

A Costly Mistake.
A looking on search duty at the Canton Wharf yesterday saw a Chinese leaving just prior to the departure of the boat, and, as the man was carrying a basket, asked him whences it was. The man said it was his, but it was proved later that it had been taken from the boat and that it belonged to a man who had gone on board. The basket was found to contain \$27 and a quantity of clothing. When charged before Mr. O. D. Melbourne, at the Police Court this morning, defendant's excuse was that he had picked up the basket by mistake. His Worship sentenced him to six weeks' hard labour.

Conflicting Stories.
A man was seen on the Praya yesterday carrying a basket containing a quantity of pig iron. On the belief that it had been unlawfully obtained, the man was arrested. The latter at once pointed to another man, saying it had been given him to carry by that man—who proved to be a P. W. D. roadman. Both men were charged before Dr. O. D. Melbourne, at the Police Court this morning, the P. W. D. man denying he had given it to the other defendant. A police was called, and said he saw the first defendant give the iron to the second, but a road foreman of the P. W. D. spoke to the first defendant only being at work there. The first defendant was discharged and the second fined \$10, or 14 days.

THE NATIONAL MISSION.

Bishop Norris Replies to His Critics.

The Chamber of Commerce Room at the City Hall was again filled last evening on the occasion of the second of the men's meetings being held this week in connection with the National Mission of Repentance and Hope. The Rt. Rev. F. L. Norris, D. D., Bishop of North China, was the speaker. On the previous evening he had dealt with the question Why God does not stop the War, and as there were several criticisms of the opinions then expressed, his Lordship replied to these before dealing with the subject of the evening.

He said he had one question sent him, which was practically as follows:—"Are you quite sure that war is not an evil in itself? for you appear to answer 'No.' War is not an evil in itself, because we are learning through suffering and trial the excellence of the individual. We here in Hongkong do not suffer as a community at all. Individuals suffered bereavement and anxiety, but not as others were suffering in the trenches at the front. It was a fact that the suffering was borne for us and not by us. Doesn't that eat away your ground that war is not an evil in itself? The war must be evil for us who do not suffer by it, unless we learn from it lessons of self-denial and unselfishness, and unless we try to improve ourselves mentally, morally, as well as physically, so as to be more ready to serve our country should opportunity arise."

Answering the question, the Bishop said that to that correspondent he would say "Thank you." He could not have expressed it better. He said that war was not in itself an evil but the correspondent had said, and he (the Bishop) fully agreed, that war in itself was an evil if they did not learn the lessons they were meant to learn from it. He would only add one word; and that was that to his mind it was not their duty to learn those lessons so as to be more ready to serve their country when opportunity arises, because he believed that the opportunity had arrived and was here now. If they were learning those lessons now, they were serving their country, but if not, they were traitors.

Something had been made public about what he had said before, and he was glad that it had been pointed out to him that he had made a mistake about the editor of *John Bull*, who, as they all knew, was Horatio Bottomley. It was sometimes difficult to make one's meaning clear, and he admitted he was not very clear on Sunday night. He did want to stand up for his friend, the man in the street. When a man was told that we were fighting because God had taken the opportunity of punishing them for their sins he did not call it "cock and nonsense." The man in the street went home and thought about it and did not burst into strong language about it. He (the speaker) was rather concerned for the man in the street and did not believe that that was his attitude. He believed that they out in the outposts of Empire had the conscience of the world in their keeping, and he also believed that when the plain ordinary man woke up to that fact he would do his best to think about it.

It seemed rather difficult for some to reconcile the two points that they were right in waging this war and that, at the same time, God was using the opportunity to punish them for their sins. He believed them both. At the time of the Boxer outbreak in 1900 he was in Peking and he believed it right to do his best, to help beat the enemy, make loopholes, dig trenches and so forth, but when he thought about the causes of that outbreak he believed—and he was by no means alone in that belief—that they were being punished for the mistakes they had made in allowing Christians to use the names of their churches and their influence in lawsuits. When the outbreak was over they put their feet down on that. He was told now that it was unpractical to hold two such views, but he had found it practical.

Before coming to his subject for the evening, there was another subject he wanted to mention. In one of the newspapers in Hongkong it had been suggested, with all the sarcasm at the writer's command, that the message that God was punishing them for their sins in this war was a most encouraging message for them to send from Hongkong to those who were fighting for them at the front. He hoped they did not think for one moment that he had come to give them a message to send to those fighting at the front. He had come with a message for the people of Hongkong, who were not at the front—though some of them wished they were. Supposing they did want to send a message, he could not help thinking of two sorts of messages they could send. The first was that they could say all was going very well here, and that they were getting a nice lot of money for the war fund by concerts and by a tax—he did not know if it had been done here—on the Parliamentary Race Meetings so that by attending races they were doing good work and had raised a total of \$5,000. It made him feel sick that the Stewards should have thanked the public for helping the good work by going to the Races. It seemed to him bungling—he was sorry to use such strong words but it made him very angry. During the Peking trouble of 1900 they had several messages come though and one was that the Consulate at Tientsin was being reprinted. That did not encourage them, but made them angry. The other sort of message they could send to the front was that all was well here but that a great change had come over the place. They were still going to the Club, but not hanging round the bar, though the Club would not go amiss because of that, for they were subscribing to keep it going; they were having no drinks between meals; there was just as much bridge but not for the old points—only cent points; losers were paying but winners were giving the winnings to a war fund; and as regards Races, well they were about fed up with them while fellows were dying. That was the sort of message they could send if they wished, and he would leave them to judge which of the two would be more encouraging.

Dealing with his subject "Is Christianity Played Out?" the Bishop drew an analogy from cricket, saying that when it was asked years ago if cricket were played out it was found that it was not; only that they had forgotten to play it properly. Cricket was not played out, and that was the same with Christianity. He could not prove that it was not played out but he could bring witnesses. The gallant men who had fought in Flanders, France, the Gallipoli and elsewhere were eloquent witnesses. The greatest heroes of the Indian Mutiny, the Crimean War, Florence Nightingale, and all the others were witnesses. He admitted that some who were trying to play were playing badly, some had almost forgotten how to play, but that did not prove that it was played out.

The Bishop went on to urge a better playing of the game all round; the making of Christianity by all a positive and not a negative religion; a real worship of God in church, and not a mere conforming to a ceremony; personal and unadorned prayers; the making of personal rules to regulate against excesses; and the constant expression of a live religion.

At the conclusion of the address, which was attentively listened to, a few questions were asked, one being whether the fact that Christian peoples were using scientific discoveries to destroy each other did not prove that Christianity, or its present-day substitute, was a failure. The Bishop's reply was that science was not being used to destroy each other but to win the war. To win the war and fight for what was felt to be right was a proper thing to do. To use science to win the war did not prove that Christianity was played out.

The Hon. Mr. P. H. Holyoak asked what the Church had to say about the many young fellows who without any preparation, some uneducated, unconfirmed

THE DEATH PENALTY.

A Conscientious Objector in France.

London, Oct. 29.—The story of an English conscientious objector, who was sentenced to death in France and is now undergoing the commuted sentence of ten years' penal servitude, was told yesterday in the course of a case at Middlesex Sessions. Herbert Bunham Brown, builder, of Enfield, a member of the No-Conscription Fellowship, who had been fined \$50 for issuing a circular held to be contrary to the Defence of the Realm Act, appealed against the conviction.

The objector was appellant's friend, G. E. Stuart Beavis, who had been arrested as a conscript; and appellant's offending circular reproduced a letter which Beavis sent from France to his mother. The letter said:—
We have been warned to-day that we are now within the war zone, and the military authorities have absolute power. Disobedience may be followed by very severe penalties, and very possibly the death penalty, as I just drop you a line in case they do not allow me to write after to-morrow. Do not be down-hearted. If the worst comes to the worst, many have died cheerfully before for a worse cause.

The circular suggested that readers should write to Mr. Arquith and others about it, and concluded:—"Beavis and other conscientious objectors were sent to France in handcuffs on May 31, 1916. Are they to be shot?"

It was claimed that Brown only issued the circular in a desire to save Beavis from being shot. Mr. Beavis, for respondents, argued that the tendency of the letter was to show that Beavis would suffer the death penalty because of his conscientious objections, which was not true. Beavis had actually been sentenced to death, but the sentence had been commuted to 10 years' penal servitude, which he was now serving.

Major Wilkinson, Assistant Adjutant-General for London, who gave evidence, was asked by Mr. Hawke, K.C., for the appellant:—

"Is it prejudicial to the Army for it to be known that disobedience may be followed by severe penalties, possibly the death penalty?"
"No; perhaps not," he replied. "And, as a matter of fact, in this case it was followed by the death penalty?"
"Yes."

Major Wilkinson explained the circumstances in which the death penalty might be inflicted at the front. If a man refused to mend a necessary road 15 miles behind the firing line and thus prevented it being used for some time, or if by refusing any task he assisted the enemy or jeopardised the lives of his comrades, he might suffer the death penalty.

Mr. Moynihan Sharpe (who is a member of the Middlesex Appeal Tribunal): Conscientious objectors' claims are the most disagreeable tasks I ever had to deal with. After hearing a large number of them I believe the majority are not conscientious objectors, but use this means as a subterfuge to escape military service. If you heard some of the arguments used and the miscellaneous quotations from Scripture you would probably agree.

Mr. Hawke: I can understand that it is most disagreeable, but when a real conscientious objector has his claim disallowed, is he then an objector or is he not?

The appeal was dismissed with costs, and the Court refused to reduce the fine or to state a case.

and not professing Christianity—were being daily hurried into Eternity.

The Bishop, in the course of a lengthy answer, pointed out that God was gracious and merciful and that He would take into account the man's life and the tenor of it, the cause of his death, the cause for which he died, and how he died. They could trust God to do right about that. They could not say whether those men went to Heaven or not, but they did know that God, who had given His Only Son to take away the sins of the world, would judge them in His mercy.

After a few further questions, the meeting closed with a hymn.

HOW TO SAVE RUMANIA.

The Present Peril in the Balkans.

Mr. A. G. Hals writes in *John Bull* (November 4) as follows:—

Since the earliest days of the war it has been my unswerving contention that the Middle East, the backbone of German-Austrian-Turkish-Bulgarian power was the vital spot at which the Allies should strike in order that our arch-enemy should be crippled for all time—and I am more convinced on that point to-day than ever before. Had we pursued a resolute and continuous policy, we could have broken the backbone of the Unclean Alliance almost any time during the past twelve months, and doubled Germany back upon herself; then we could have thrown a horde of black and brown troops at Turkey and wiped her off the map.

Some writers have been asserting of late that we cannot get enough coloured troops within our Empire to make an appreciable difference to the war, and they affirm that military and political opinion of value is behind them in this contention. If that be true, then both military and political opinion have changed in most marvellous fashion in recent years—for it was one of the boasts of both soldiers and statesmen that in the event of a great war we could produce enough coloured soldiers to enable us to defy any coalition which might be formed against us.

If I am wrong—if we cannot obtain the brown and black men by the million—why have we spent so much treasure, why spilled so much priceless blood, to incorporate the black and brown nations under our flag? Why the Basuto and the Zulu wars? Why the costly Indian campaigns? Why the Sudanese and other wars—which were great enough to make Wolsey, Roberts, Kitchener, Hunter, McDonald and Rundle famous—why? Answer that, if the warriors we conquered cannot now be brought into line to smash Turkey and sweep Mesopotamia clear of German influence and power. The climate is just suited to the black and brown auxiliaries. I want all Britons to ask this Government in stentorian tones, "Why?" and again "Why?" Was the blood of our working population who formed all our old armies poured out on desert sands, under burning suns, merely in order that Capital might be exploited with profit, or was it to build an Empire that would stand the shock of just such a war as the present?

Our statesmen seem to think—and they have led the bulk of the people to think—that Germany has only just turned her eyes on the East because of the seeming impossibility of overrunning France and invading Britain. It is time some one educated the masses in the language of truth. Germany did not want Britain in this war. She would have paid almost any price to keep Britain out of the strife, and the wisest and bravest thing Mr. Asquith ever did, or ever will do, was to bring Britain in when he did. Had Britain remained out of the struggle, the Unclean Alliance would by this time have secured a crushing victory—for Italy would not have entered the arena if we had not. It is not feasible to suppose that little Serbia would have dared to stand up against the Dual Monarchy, backed by Germany, if she had not been assured of our support; Roumania would never have felt able to face the issue without us, and Greece would have gone joyfully hand-in-hand with the Kaiser. Then, with a wide-open road to all we possess in the Far East, the Unclean Alliance would have forced us into war. And we would have had to fight our battle alone and unaided—either that, or we would have had to accept German domination and dictation.

The real meaning of this war lay in Germany's long-fixed determination to become master of the Near and Middle East. Far East. This great and daring scheme came into being as far back as 1868; it originated in the brain of the then Chancellor, Bismarck—who moulded William the First to his will as a power moulds plastic clay with his thumb. The Franco-

Prussian war of 1870-1 put a check upon this vision of Bismarck's for the time being; but the Berlin Congress of 1878 proved that Bismarck had never let go of his gigantic idea—he, in fact, laid down in Germany a policy whose continuity of purpose was as profound as that laid down for Russia by Peter the Great; and both nations have stuck unwaveringly to the lines mapped out by their greatest geniuses. In the end they were bound to clash—for Germany could not follow Bismarck's line without running directly across the path of Russia, as sketched by the great Peter. And the point where the clash was bound to come was Constantinople.

To get to the Far East Germany had to have the aid of Austria, and their old-time connections and the trend of events threw them into each other's arms; and in future, unless they are smashed by the Allies, Austria-Hungary and Prussianised Germany will be in effect one nation. Turkey was won and won by William the Second; then came the moment when this ruler imagined he could see his way as far into the Old East as Baghdad. But that was to be only his half-way house; India, Egypt and the whole of Mesopotamia were to be German—if not in his lifetime, then in the lifetime of that befoiled thing his son, who was to reign as William the Third, Emperor of Germany and the Whole East. During this war the Kaiser ordered, through Von der Goltz, strong forces of Turkish troops to hold Baghdad. And we—what did we do? We sent the brilliant General Townshend with a pitiful 14,000 men, old-world guns, and a scabbed team of supporters to oust the enemy from the spot he had fixed upon as his objective in the most gigantic scheme of war ever hatched in a human brain since Caesar overran the world! It was pitiful; but it was our way. We might as well have tried to do it with a football team. Our statesmen never realised the magnitude of Germany's schemes, nor do they yet.

Rumania stands right on the German line of communication with Turkey; she has—or a fortnight ago had—access to the Black Sea. With Rumania permanently in her grasp, Germany would have a secure base from which to operate against the important Russian Black Sea fleet—in addition to the Bulgarian Black Sea port of Burgas. Hence Rumania must be crushed, as Serbia was crushed, before Germany can proceed with her Far-Eastern schemes.

With Rumania in the Kaiser's hands in addition to Bulgaria, the Black Sea becomes a German lake—and the Black Sea littoral with its wealth of grain, oil and other products, a German granary which would enable the Kaiser to defy the whole world, as far as foodstuffs are concerned. The heart of the German scheme is right there in the Balkans; and there the Hunnish demon can be struck until it falls, a quivering, inert mass of broken dreams. Leave the German as conquerors there, and I firmly believe they would gladly lose all other fruits of war, including their overseas colonies. Let us pound them on the Western front, call up the black and brown millions at our disposal, and keep Turkey busy until she breaks. At once settle firmly and for all time with Greece, and immediately rush those fine fellows of ours who have been training so long in Britain without a chance to fight, to Rumania's assistance. Honour, policy, wisdom, all point to this decision—or Berlin to Baghdad will be something more than a German dream.

Fatal Motor-car Accident.

The private motor car driver employed by Mr. J. Walker, of the Dairy Farm, Pokfulam, was attempting yesterday to turn the car near a cowshed when the vehicle got off the road and raved down the hillside, eventually lodging in a ravine about 100 yards down the hill. The car was badly smashed and the driver thrown out. When picked up later, it was found that the driver was dead. The body was removed to the mortuary.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE MITSUI BUSSAN KAISHA'S steamer, s.s. "TO-KAI MARU," will be despatched by the Toyo Kisen Kaisha, for Japan, Honolulu, San Francisco, Mexico and Central and South American Ports, on FRIDAY, the 19th January, at Noon.

For information regarding freight etc. kindly apply to the undersigned.

T. DAIGO,
Agent, The Toyo Kisen Kaisha,
Hongkong.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP
COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co.'s steamer
"TEUCER."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be EXAMINED on any TUESDAY and FRIDAYS between the hours of 10.45 A.M. AND NOON.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after 11th December, will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before 25th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 4th December, 1916.

PACIFIC MAIL STEAMSHIP
COMPANY.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI and MANILA.

"VENEZUELA"

The above-mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from Company's Godown at West Point.

All Cargo will be landed and stored at Consignees' risk and expense, and delivery must be taken from the Company's Godown at West Point.

Cargo remaining undelivered on Saturday December 9th, 1916, at 5 p.m. will be subject to landing charges and if undelivered on Wednesday December 13th, 1916, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Godown.

All chafed and otherwise damaged cargo will be landed into the Company's Godown West Point where they will be examined on December 13th, at 10 a.m.

No claims will be recognised if filed after January 5th, 1917.

R.C. MORTON,
General Agent.

KILL PAIN BEFORE PAIN KILLS YOU.

Attacks of neuralgia, constant pain, or the dread of the sudden shooting pains, are a continual worry and strain on the vital forces of the sufferer. Unless relief is obtained a breakdown is sure to follow.

LITTLE'S ORIENTAL BALM brings certain and speedy relief to all who suffer from neuralgia and pains. It can save your life and the lives of your family or friends.

Better still, it makes you want to live. Put in LITTLE'S ORIENTAL BALM—it kills pain.

Sold at 1s. per bottle.

Agents for Hongkong,
Messrs. A. S. WATSON & Co., Ltd.

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON.

TURKEYS, GEESE,
CAPONS, CHICKENS,AND
HAMS.ORDER EARLY
TO

AVOID DISAPPOINTMENT.

TO-DAY'S
ADVERTISEMENTS.GREEN ISLAND CEMENT
COMPANY LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Green Island Cement Company Limited will be held at the Office of Messrs. Shewan Tomes & Co., the General Managers of the Company, St. George's Building, Chater Road, Victoria in the Colony of Hongkong, on Friday the Fifteenth day of December, 1916, at twelve o'clock noon for the purpose of considering, and if thought fit, passing as Extraordinary Resolutions, that is to say:—

(1) That the capital of the Company be reduced from \$4,000,000 (Four million dollars) divided into 400,000 (Four hundred thousand) shares of \$10 (Ten dollars) each, to \$3,000,000 (Three million dollars) divided into 400,000 (Four hundred thousand) shares of \$7.50 (Seven dollars and fifty cents) each, and that such reduction be effected by returning to the holders of the 400,000 (Four hundred thousand) shares that have been issued paid up capital to the extent of \$2.50 (Two dollars and fifty cents) per share and by reducing the nominal amount of each of the said shares from \$10 (Ten dollars) to \$7.50 (Seven dollars and fifty cents).

(2) That application is made to the Supreme Court of Hongkong to confirm the reduction of the capital of the Company in conformity with the foregoing Resolution.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this fifth day of December 1916.

By Order of the Board,
SHEWAN TOMES & CO.
General Managers.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 16th December, 1916,

at his Sales Rooms, Duddell Street,

25 Cases Younger's Light Ale (pints),

7 Cases Younger's Stout (pints),

70 Cases Z. H. B. Beer (pints & quarts),

13 Cases G. & C. Old Smuggler Liqueur Whisky,

25 Cases Gaelic Special Reserve Whisky,

35 D. & J. Port,

17 Cases French Vermouth,

35 Cases Medoc Claret,

5 Cases Margaux (quarts),

5 Cases St. Julien (quarts),

5 Cases La Rose (quarts),

10 Cases Ch. Talbot (quarts),

10 Cases Ch. Montrose (quarts),

10 Cases Ch. Mouton Rothschild (quarts),

5 Cases Beaune Burgundy (quarts),

5 Cases Pommard Burgundy (quarts),

5 Cases Volnay Burgundy (quarts),

5 Cases Chablis Burgundy (quarts),

5 Cases Beaune (quarts),

5 Cases Haut Bonnet (quarts),

10 Cases Ch. Yquem (quarts),

On view from Friday the 16th inst.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer,
Hongkong, 6th December, 1916.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

TO-DAY'S
ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned has received instructions from the Hongkong and Kowloon Wharf and Kowloon Co., Ltd. to sell by Public Auction on

WEDNESDAY, the 13th December, 1916,

commencing at 3 p.m.

at their No. 4 Wharf

Two Iron Sheer Legs—80 ft. long.

Two Iron Struts or Back Legs—64 ft. long.

Two Iron Guides for Struts

Two Large Turnbuckles.

Two 35" Three Sheave Iron Blocks.

Two Bed Plates for Sheer Legs.

[The above be sold in one lot. These legs were capable of lifting 10 tons.]

One Hoistwin Engine (Grafton & Co.) for the Sheer Legs; working pressure 80 lbs.

One Steam Winch (Howarth & Co.) suitable for ship-use; as haul back for sheers; working pressure 100 lbs.

On Length of Old Cable Chain. Ninety-five fathoms 3/4" Wire.

One Lot of Old Wire—various lengths.

On view Now.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 8th December, 1916,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street,

11 Outboard Boat Motors (Evinrude Motor Co.)

2 Straw Hat Making Machines.

1 Steam Lighting Set with a 2-horsepower.

1 Feather Cleaning Machine.

1 Rice Polisher.

On view from Thursday, the 7th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE NEW

TAB TIE

THE ONLY PERFECT DRESS TIE.

FASTENS SECURELY ON TO THE COLLAR STUD. FACILITATES TYING AND CANNOT GET OUT OF PLACE.

STOCKED IN BLACK SILK AND WHITE PIQUE IN THREE SHAPES, AND ALL SIZES FROM 14 TO 17 1/4 INCHES.

MACKINTOSH

& CO. LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD.

TELEPHONE NO. 29.

Wm. Powell Ltd
TELEPHONE 346

OUR

CHRISTMAS

BAZAAR

IS NOW

IN FULL SWING.

Wm. POWELL LTD.

12, DES VŒUX ROAD.

COLLARD & COLLARD
RENOWNED PIANOS.

BRITISH MADE THROUGHOUT.

NEW MODELS
JUST RECEIVED.

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PERFECTION
SCOTCH.

AVOID

IMITATIONS.



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CANDE, PRICE & CO., LTD.,
TEL. NO. 125.

6, Queen's Road Central,
Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NOVARA Capt. H. R. Hetherington, R.N.R.	daylight 11th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles	NANKIN Capt. G. Manley,	noon 15th Dec.	Direct Service.
SHANGHAI, Moji and Kobe	SOMALI Capt. L. D. Pinckney,	about 24th Dec.	Direct Service.
LONDON & B'bay via S'pore, P'ang, C'bo, Port Said & Marseilles	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOOLTAN.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to:

P. & O. S. N. Co.'s office,
Hongkong, 6th Dec., 1916.

E. V. D. Parr,
Acting Superintendent.

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.

Hong Kong to Chicago 21 days. Hong Kong to New York 23 days.

EMPERESS OF RUSSIA and EMPERESS OF ASIA

30,025 tons Displacement, Quadruple Screws, Speed 20 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change)

EMPERESS OF RUSSIA 28 Dec. EMPRESS OF RUSSIA 15 Mar.

Empress of Japan 10 Jan. Empress of Japan 28 Mar.

Monteagle 3 Feb. Monteagle 14 Apr.

EMPERESS OF ASIA 15 Feb.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bill's of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc please apply to

P. O. SUTHERLAND, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, Nov. 24, 1916.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Cape of Good Hope, Subject to change without notice. For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents,

or to REISS & Co, Canton
Hongkong, 12th Oct., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

SHIPPING

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teneriffe	Katori Maru Capt. B. Kon T. 21,000	SATUR., 9th Dec. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Kamo Maru Capt. R. Shimidzu T. 16,000	THURS., 28th Dec., at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tamba Maru Capt. Akamatsu T. 12,500	TUES., 19th Dec., at noon.
CALCUTTA via S'pore, Penang & Rangoon	Shidzuoka Maru Capt. Noma T. 12,500	DEC., 3rd Jan., at noon.
BOMBAY via S'pore, Malacca & C'bo.	Tango Maru Capt. Soyeda T. 13,500	TUES., 12th Dec., at 4 p.m.
SHANGHAI, Moji and Kobe	Nikko Maru Capt. R. Takeda T. 9,600	FRI., 12th Jan., at 4 p.m.
NAGASAKI, Kobe and Yokohama	Yeto Maru Capt. S. Hirata T. 8,000	THURSDAY, 14th Dec.
SHANGHAI, Kobe and Yokohama	Totomi Maru Capt. K. Mada T. 8,000	SATURDAY, 9th Dec.
VLADIVOSTOK, Kobe & Yokohama	Yamagata Maru Capt. K. Goto T. 8,000	MONDAY, 11th Dec.
	Nikko Maru Capt. R. Takeda T. 9,600	End of December.
	Suwa Maru Capt. T. Sekine T. 21,000	SATUR., 16th Dec., at 10 a.m.
	Tokushima Maru Capt. Yamazaki T. 13,500	THURSDAY, 14th Dec.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Nagoya, Yokohama, S' Francisco	Tokushima M. T. 15,000	WED., 6th Dec. at noon.
Panama and Colon	Toyo Maru M. T. 15,000	Early February.

Wireless Telegraphy. NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.
Nippon Maru	11,000 - 15 knots	4th Jan. 1917.
Shinyo Maru	22,000 - 21 knots	17th Jan.
Persia Maru	9,000 - 14 knots	27th Jan.
Korea Maru	18,000 - 18 knots	10th Feb.

1st class to London G\$348 (£71.19.0), return G\$437.50.

* Cargo only. * Proceeding to South America Ports.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUNDS THE WORLD Tickets issued in Connection with all the Principal

Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Kiyo Maru	1,720 - 14 knots	9th Jan., 1917.

For Full Particulars as to Passage & Freight, apply to

T. DAIGO, Agent, KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang 14th Dec. S.S. Tjisandari 11th Feb.

Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

Telephone No. 291.

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SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW/SINGAPORE	Chusan	6th Dec. at noon.
AMOI & SHANGHAI	Hoihow	6th Dec. at 4 p.m.
SHANGHAI	Sinkiang	7th Dec. at 4 p.m.
SHANGHAI	Sunking	10th Dec. at 4 p.m.
HOIHOW & HAIPHONG	Kailong	14th Dec. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chinba," "Taming," and "Tean." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean." SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "Anhui," "Chusan," "Luchow," "Yangchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.
Hongkong Dec. 6, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA-CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	JAVA	in port	7th Dec.	SHANGHAI
Tjikembang	SHANGHAI	7th Dec.	9th Dec.	JAVA

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1571.

York Building, 110

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	6th Dec.	26th Dec. at 11 a.m.
SL Albans	6th Jan.	27th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND POOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haihong... J. W. Evans ... FRI., 8th Dec. at 11 a.m.

Mailan... A. E. Hodgins... FRI., 15th Dec. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

Telephone No. 215.

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THE HONGKONG TELEGRAPH. E X T R A .

HONGKONG, WEDNESDAY, DECEMBER 6, 1916.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE POLITICAL CRISIS.

December 5, 11.15 p.m.

His Majesty the King has summoned Mr. Bonar Law.

ON THE WESTERN FRONT.

December 6, 12.30 p.m.

A Paris official announcement says:—Our machine-gun fire completely checked a small attack north of Vaux. There is the usual artillery firing elsewhere.

December 6, 1.35 a.m.

General Sir Douglas Haig says:—There was considerable reciprocal artillery firing in the Loos and Ypres areas.

Our aircraft on Monday carried out many successful reconnaissances, bombing a railway station and the aerodrome of a naval air squadron. There were many combats and we drove down four machines out of control. We destroyed two machines and one of ours is missing.

RUMANIANS STILL RETIRING.

December 5, 6.20 p.m.

A Russian communique says :—Rumanian attempts to check enemy attacks on the roads to Ploesti and to Bukharest have been unsuccessful. The Rumanians are retiring eastward from Titu towards Bukharest and to the west and south of Stolitza under the incessant attacks of superior enemy forces.

We captured another range of heights on the Moldavian frontier, but were compelled to retire from the height south of Voronezhka, in the Wooded Carpathians.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)
The S.S. "J. JACOB."
This vessel plies regularly between HONGKONG & BELAWAN
Deli (Sumatra) via Swatow.
Next Sailing from Hongkong: December 26, 1916.
This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to—
Yok Building, Tel. 1574. JAYA-CHINA-JAPAN LHM.
Hongkong, 27th Nov., 1916. Agents.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and Honolulu.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
Sailings from Hongkong:
S.S. "VENEZUELA" December 11, at noon.
S.S. "ECUADOR" December 20.
S.S. "COLOMBIA" ...
These steamers have the most modern equipment including
ALL LOWER BERTHS and Large
Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration.
For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
ALEXANDRA BUILDINGS,
Chater Road.
Telephone No. 141.

NOTICES.

WELLS FARGO & CO.

EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.
B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT
TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at
Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLERS' GAZETTE"
containing Sailings and Fares from the Far East to all parts
of the World will be forwarded free on application.
Telegraphic address "COOUPON." THOS. COOK & SON.
Telephone No. 524. 16, Des Voeux Road, HONGKONG,
also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

E. HING

WING WOO STREET
SHIP CHANDLERS & GENERAL STOREKEEPERS.
STEEL, IRON, BRASS & METAL MERCHANTS.
WHOLESALE & RETAIL IRONMONGERS.
TELEPHONE 1116.

NOTICES.
JUST RECEIVED.
A Large and new consignment
of Oriental Satins,
Georgette's-Crepe, Persian plain
and flowered Crepes, and Indian
Carpets and Rugs.
An inspection is earnestly
solicited.
D. CHELLARAM,
35, & 40, Queen's Road, Central.
BUME & REIF.
IT IS HEREBY NOTIFIED
that Mr. Berthold, Reif, will
no longer use the firm name of
BUME & REIF, but will carry
on business in future under his
own name.
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 5th December, 1916.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
London via Cape Town	Katori M.	N. Y. K.	9, Dec.
London via Ports	Oyelsop	B. & S.	13, Dec.
London via Ports	Nankin	P. & O.	15, Dec.
Liverpool via Ports	Ningchow	B. & S.	24, Dec.
London via Cape Town	Kamo M.	N. Y. K.	28, Dec.
Liverpool via Ports	Euryptus	B. & S.	31, Dec.
Genoa and London	Merchire	J. M. Co.	Dec.
London via Ports	Genier	S. T. & Co.	Dec.
London via Ports	Peleus	B. & S.	5, Jan.
London via Ports	Tenoser	B. & S.	8, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Panama	Taushima M.	N. Y. K.	6, Dec.
San Francisco via Japan	Veneruela	P. M. S. S.	9, Dec.
Boston and New York	Euryptus	B. & S.	9, Dec.
San Francisco via Japan	Siberia M.	T. K. K.	13, Dec.
London via Cape Town	Tjikambang	J. C. J. L.	14, Dec.
Victoria, B.C., & Seattle	Tambo M.	N. Y. K.	19, Dec.
San Francisco via Japan	Tenyo M.	T. K. K.	19, Dec.
Seattle via Japan	Protolais	C. P. O. B.	23, Dec.
Vancouver via Japan	E. of Russia	C. P. O. B.	23, Dec.
Victoria B.C. via Japan	Shidzuka M.	N. Y. K.	3, Jan.
San Francisco via Japan	Nippon M.	N. Y. K.	4, Jan.
South American Ports	Kiyo M.	T. K. K.	9, Jan.
San Francisco via Japan	Arakan	J. C. J. L.	11, Jan.
San Francisco via Japan	Shinyo M.	T. K. K.	17, Jan.
San Francisco via Japan	China	C. M. S. S.	31, Jan.
New York via Panama	Toyooka M.	N. Y. K.	Early Feb

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	12, Dec.
Australia via Manila	Eastern	G. L. Co.	26, Dec.
Australia via Manila	Nikko M.	N. Y. K.	12, Jan.
Australia via Manila	St. Albans	G. L. Co.	37, Jan.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Haiphong	Chunyang	J. M. Co.	6, Dec.
Sandakan	Maung	J. M. Co.	6, Dec.
Amoy and Shanghai	Holbow	B. & S.	6, Dec.
Swatow/Singapore	Chusan	B. & S.	6, Dec.
Shanghai	Tjikambang	J. C. J. L.	7, Dec.
Shanghai	Sinkiang	B. & S.	7, Dec.
Singapore, Penang & Calcutta	Fookiang	J. M. Co.	8, Dec.
Shanghai via Swatow	Kwongyang	J. M. Co.	8, Dec.
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	8, Dec.
Kobe	Tillahap	J. C. J. L.	9, Dec.
Java	Tikini	J. M. Co.	9, Dec.
Manila	Yuenang	B. & S.	9, Dec.
Shanghai	Sanning	P. & O.	10, Dec.
Shanghai to Yokohama	Novara	N. Y. K.	11, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11, Dec.
Manila	Protolais	B. & S.	12, Dec.
Shanghai	Choyang	J. M. Co.	12, Dec.
Swatow	Haitan	D. L. Co.	12, Dec.
Vladivostok via Japan	Taishima M.	N. Y. K.	14, Dec.
Holbow and Haiphong	Kailong	B. & S.	14, Dec.
Singapore, Penang and Calcutta	Kulsang	J. M. Co.	14, Dec.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	15, Dec.
Shanghai, Kobe & Yokohama	Suwa M.	N. Y. K.	16, Dec.
Manila	Loongang	J. M. Co.	16, Dec.
Shanghai and Japan	Tydenus	B. & S.	17, Dec.
Shanghai, Moji and Kobe	Somali	P. & O.	24, Dec.
Belawan Deli (Sumatra) via S'tow	J. C. J. L.		26, Dec.

CONSIGNEES

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
Consignees per Co.'s Steamer "EUREYBATES,"
are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will lie
at Consignee's risk. The Cargo
will be ready for delivery from
Godown on and after 4th
December.
Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.
All broken, chafed, and damaged
goods, are to be left in the God-
downs, where they will be exam-
ined on any Tuesdays and Fridays
between the hours of 10.45 a.m.
and noon within the free storage
period.
No claims will be admitted
after the goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
11th December, will be subject
to rent.
All Claims against the Steamer
must be presented to the under-
signed on or before the 25th
December, or they will not be
recognised.
No Fire Insurance will be
effected.
BUTTERFIELD & SWIRE
Agents.
Hongkong, 4th December, 1916.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
From CALCUTTA, PENANG & SINGAPORE.
THE Steamship
"NAMSANG,"
having arrived from the above
ports; Consignees of cargo by her
are hereby informed that all goods
are being landed at their risk into
the Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, whence, and
from the wharves, delivery may
be obtained.
Goods not cleared by the 6th
December, will be subject to rent.
All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival, otherwise they
will not be recognised.
No Fire Insurance will be
effected by us in any case what-
soever.
Bills of Lading will be counter-
signed by—
JARDINE, MATHESON
& Co., Ltd.
General Managers.
Hongkong, 5th December, 1916.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The Pacific Mail ss. "ECUADOR" left
Hongkong, Nov. 25, for Hongkong via
Yokohama and may be expected to arrive
here on December 23, and will leave for
San Francisco, December 30, at noon.
The T. K. K. ss. "SIBERIA" MARU
which sailed from San Francisco on the
4th November is expected to arrive at
this port via Honolulu, Japan Ports and
Manila on Thursday, the 14th inst. at about
noon.

ENGLISH MAIL.

The P. & O. ss. "NOVARA" left Singa-
pore for this Port on the 4th inst. at
11.30 p.m. with the Outward English
Mail, and is due here on the 19th inst.
at about afternoon.

AUSTRALIAN MAIL.

The K. & A. ss. "EASTERN" from Sydney
and Queensland Port left Manila for this
port on the 4th inst. and may be expected to
arrive here on the 14th inst. at about
noon.

MERCHANT STEAMERS.

The "Ben Loe" ss. "BENAVON" from
Melbourne and London left Singapore for
this port on the 1st inst. and may be
expected to arrive here on or about 7th
December.

The ss. "JAPAN" left Calcutta on the
3rd inst. and may be expected here on or
about the 21st inst.

VESSELS IN PORT.

Steamers:
Wiley, Br., ss. "339", Bathen, 4th Sept.—
Kutang, Br., ss. "338", Bradley, 11st Nov.—
Singapore, 12th Nov. Gen.—J. M. & Co.
Hongkong, Br., ss. "260", Kord, 6th
Nov.—Amoy, 4th Nov. Gen.—China
Shanghai, Br., ss. "259", Kord, 25th
Nov.—Kwangchow, 23rd Nov. Gen.—
China.
Yuenan, Br., ss. "1079", Loo, 25th Nov.—
Mika, 20th Nov. Coal—Order.
Mannan, Br., ss. "144", Aloock, 27th
Nov.—Sundakan, 26th Nov. J. M. & Co.
Manila, Br., ss. "335", O.L. Kobogashi,
27th Nov.—Shanghai, 24th Nov. Gen.—
O. & K.
Tiananok, Br., ss. "Kroa", 29th Nov.—
Dillon, 24th Nov. Gen.—C. J. L.
Tauru, Br., ss. "251", Yohibire, 19th
Nov.—Anping, 13rd Nov. Gen.—
Nikko & Co.
Chusan, Br., ss. "1333", Robertson, 1st Dec.—
Swatow, 30th Nov. Wood—Order.
Laoan, Br., ss. "1340", Jany, 1st Dec.—
Bigon, 25th Nov. Rice—China.
Pakho, Br., ss. "1200", Tucker, 1st Dec.—
Sagun, 25th Nov. Rice—B. & S.
Chengta, Br., ss. "1233", Speed, 2nd Dec.—
Bungkok, 23rd Nov. Rice—B. & S.
Tauru, Br., ss. "1453", Halsey, 2nd Dec.—
Manila, 25th Nov. Gen.—B. & S.
Taushima M. Jap., ss. "4193", Marumai,
2nd Dec.—Manila, 25th Nov. Gen.—
N. Y. K.
Changchow, Br., ss. "1208", Robinson, 3rd
Dec.—Tauru, 29th Nov. Gen.—
B. & S.
Hongkong, Br., ss. "712", Marguerite, 3rd
Dec.—Haiphong, 1st Dec. Gen.—
A. & M. Mary.
Euryptus, Br., ss. "337", Towill, 4th Dec.—
Singapore, 26th Nov. Gen.—B. & S.
Fukun M. Jap., ss. "1178", Okanaki, 4th
Dec.—Amoy, 25th Nov. Coal—
M. G. & E.
Tauru M. Jap., ss. "1951", Nakao, 4th
Dec.—Mika, 25th Nov. Coal—
M. G. & E.
Cavayre, Br., ss. "350", Hudson, 5th Dec.—
Haiphong, 2nd Dec. Gen.—B. & S.
Melanishale, Br., ss. "2465", Williams,
5th Dec.—Shanghai, 2nd Dec. Gen.—
J. M. & Co.
Niam M. Jap., ss. "908", Hodo, 5th Dec.—
Koolung, 2nd Dec. Coal—Order.

TIDE TABLE.

From 4th Dec. to 10th Dec., 1916.

Date.	Time of High Water.	Time of Low Water.	Tide.	
			High Water.	Low Water.
Mon. 4	11.15	5.15	11.15	5.15
Tue. 5	12.15	6.15	12.15	6.15
Wed. 6	1.15	7.15	1.15	7.15
Thur. 7	2.15	8.15	2.15	8.15
Fri. 8	3.15	9.15	3.15	9.15
Sat. 9	4.15	10.15	4.15	10.15
Sun. 10	5.15	11.15	5.15	11.15

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
Codes Used All: A.B.C. First Edition: Engineering, First and Second Editions: Western Union, and With
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians,
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

HEAD

OFFICE: KOWLOON.

Telephone No. K. 55.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE HEIGHT	DEPTH OVER ALL AT LOWEST SPRING TIDE	SIZE OF TIDE	SWINGS	BEARS
KOWLOON						
No. 1 Dock, Kowloon	270'	12' 6" 12' 6" top 12' 6" bottom	12'	12' 6"	12' 6"	12' 6"
No. 2 Dock, Kowloon	270'	12'	12' 6"	12' 6"	12' 6"	12' 6"
No. 3 Dock, Kowloon	270'	12' 6"	12'	12' 6"	12' 6"	12' 6"
Patent Slip, No. 1, Kowloon	270'	12'	12'	12' 6"	12' 6"	12' 6"
Patent Slip, No. 2, Kowloon	270'	12'	12'	12' 6"	12' 6"	12' 6"
TAIKOWTSUI						
Competition Dock	270'	12'	12'	12' 6"	12' 6"	12' 6"
AMATEEN						
Howe Dock	270'	12'	12'	12' 6"	12' 6"	12' 6"
Lawson Dock	270'	12'	12'	12' 6"	12' 6"	12' 6"

QUEEN'S BUILDINGS.

Telephone No. 20, Hongkong.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

LATEST CABINET NEWS.

MR. ASQUITH RESIGNS OFFICE.

December 5, 10.05 p.m.

It is officially announced that Mr. Asquith has tendered his resignation.

Resignation Accepted.

December 5, 12.55 a.m.

The Court Circular states that the King has accepted Mr. Asquith's resignation.

RAUB AUSTRALIAN GOLD MINING CO., LTD.

Four Weeks Ending November 4th, 1916.

The sheet of Mine Measurements and Assay returns shows a total of 231 ft. made up of 87 ft. sinking, 50 ft. driving, and 144 ft. crosscutting, as against a total of 225 ft. for the previous four weeks.

St. Koman Mine.

940 ft. level. The No. 1 winze has been sunk 5 ft. making total depth 28 ft. The lode 55 ins. wide assays 14 dwts.

The north drive has been extended 5 ft. bringing total distance north to 83 ft. The lode 45 ins. is worth 8 dwts.

The south drive has been driven 5 ft. making a total of 137 ft. The lode 43 ins. wide gives 1 dwts. The end is now showing an improvement. 740 ft. level. The No. 1 winze north has been sunk 9 ft. making total depth 79 ft. The lode 44 ins. is worth 2 dwts.

Sinking has been stopped as the required depth has been reached.

In a crosscut for stopes filling in the back of this level, the 640 ft. level 85 ft. lode has been struck and has been driven on 3 ft. For 48 ins. wide the lode assays 14 dwts.

840 ft. level. The north drive has been advanced 5 ft. making total 12 ft. The lode matter 49 ins. wide assays 4 dwts. This point is 400 ft. north of main crosscut.

The crosscut west has been extended 6 ft. making a total of 113 ft.

Crosscutting for stopes filling 41 ft.

Stopes. Above the 840 ft. level, two stopes, lode 75 ins. wide worth 5 dwts.

Above the 740 ft. level, one stopes, lode 88 ins. wide worth 5 dwts.

Below the 740 ft. level two stopes, lode 98 ins. wide worth 3 dwts.

Above the 640 ft. level two stopes, lode 113 ins. wide worth 3 dwts.

Anderson Mine.

Main shaft. The main shaft has been sunk 25 ft. making total depth below 400 ft. level 74 ft.

360 ft. level. The stopes drive north has been taken from 33 ft. to 50 ft.

260 ft. level. To this has been added 14 ft. making a total of 181 ft. The lode extending from the 160 ft. level north has been passed through. Driving along it will be commenced at once.

Crosscutting for stopes filling 74 ft.

Stopes. Above the 360 ft. level two stopes, lode 68 ins. wide worth 4 dwts.

Above the 160 ft. level two stopes, lode 102 ins. wide worth 5 dwts.

St. Jellis.

The drive south from No. 2 winze has been extended 35 ft. Total 97 ft. The lode 43 ins. wide is worth 7 dwts.

General.

The ninth battery of five stamps have been put to work. More of the old plant is being dismantled. A new ore bin is being erected at St. Koman shaft.

Shortage of spares for Huntington Mills accounts for the short running time at St. Malacca. During the stoppage the old ore bin was taken down and a new one—which had been prepared in advance—put in its place.

The repairs and other work that is usually done at Chippewas New Year was carried out while the mills were idle.

Milling Sheet for Four Weeks Ending November 4th, 1916.

St. Koman 40 stamps ran 25.60 days. Lost time 2.40 days, due to power and usual causes.

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. C. Jenkin, D. S. P. (Reserve) state:—

His Excellency the Officer Administering the Government has been pleased to grant a medal, 4th Class, to P. O. 803 Samy, of the Police Reserve, for his plucky and praiseworthy conduct in effecting the arrest of a man who with others had committed an armed robbery at No. 3 Keswick Street, on October 28 last.

Commendation. Farrier-Sergeant 740 E. F. Scull, Mounted Police, is commended by the Capt. Supt. of Police for his action in connection with the arrest of a man who with others had committed an armed robbery at No. 3 Keswick Street, on October 28 last.

Parades. Central Station 5.30 p.m.

Thursday, Dec. 7.—Nos. 3 and 4 Companies. Also Ambulance Platoon.

Friday, Dec. 8.—Nos. 1, 3 and 4 Sections of No. 1 Company.

Monday, Dec. 11.—All Recruits. Tuesday, Dec. 12.—Nos. 3 and 4 Companies.

Wednesday, Dec. 13.—All Recruits.

Thursday, Dec. 14.—No. 2 Company and Ambulance Platoon.

Friday, Dec. 15.—No. 2 Platoon.

Police School 5.30 p.m.

Friday, Dec. 8.—Class III. (Inspector Gerrard).

Monday, Dec. 11.—Class II. (Inspector Gordon).

Tuesday, Dec. 12.—Class I. (Chief Inspector Kerr).

Wednesday, Dec. 13.—Class III. (Inspector Gerrard).

Thursday, Dec. 14.—Class IV. (Inspector P. O'Sullivan).

Joined.

No. 1 Co., No. 4 Section—M. Azim.

No. 2 Co., No. 8 Section—J. M. Cordeiro.

Stone crushed.

St. Koman 1,852

Anderson 842

Jellis 187

Stope 31

Junction 238

3,150 tons.

Huntington Mills (1) ran 23.04 days. Lost time 4.96 days due to power, repairs, and clean up.

One mill idle short of spares, extensive repairs being made.

Surface ore crushed:

St. Koman 1,742

Anderson 54

1,796 tons.

Total ore crushed in Komau

Mills 4,946 tons.

Amalgam

Retorted

Smelted

Battery 1163 483 458 78

Huntington Mills 518 218 216 50

Surface washing 100.5 40 40.00

1781.5 721 715.25

St. Malacca. 2 Mills ran 12 days. Lost time 16 days to erect new ore bin.

Surface ore crushed:

St. Koman 1,621

St. Malacca 391

2,012 tons.

Amalgam collected 392 ozs

producing 190 ozs retorted gold

yielding 188 ozs smelted gold.

Average yield per ton:

Stamps 3.115 dwt

H. Mills 2.410 "

Tailing .860 "

St. Malacca 1.888 "

Totals—Stones

crushed 6,953 (ozs)

Amalgam won 2,173.50 ozs

Smelted gold 903.25 ozs

Average yield

per ton 2,595 dwt

Average fineness

of gold 918.5

SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks	b. \$ 730.00.
H.K. Fire	b. \$ 375.00.
Douglases	b. \$ 120.00.
Indos (Def.)	a. \$ 140.00.
China Sagara	ra. \$ 128.00.
Rauha	a. \$ 2.50.
K'loon Docks	b. \$ 130.00.
S'hai Docks	b. \$ 86.00.
China Prov.	a. \$ 8.88.
Cements	a. \$ 11.75.
H.K. Electric	b. \$ 53.00.

WAR WORKERS.

A Kowloon Party's Efforts.

Mrs. O'pall's Working party for Belgian refugees and other Societies has this week forwarded the following parcels through Messrs. Shewan, Tomes and Company:—

To Miss Tucker, Soldiers and Sailors' Help Society, The Institute, Mansfield St., Haggerston, London, S. E., two parcels of men's clothing (41 pieces).

To Janet Gray, Daily Express Worker's Guild, St. Bride Street, London, E. C., two parcels children's clothes (37 pieces).

The ladies helping Mrs. O'pall in the above work are Mrs. Young, Mrs. Packham, Mrs. Spaulding, and Miss Packham.

ON THE WEST RIVER.

Interesting Movements of Troops.

A week ago it was stated in the Telegraph that the water on the bar some twenty miles below Wuchow had sunk to 6 ft. 1 in.—a drop unprecedented. To-day we learn that it has fallen yet another two inches, and appears inclined to go lower still. Wuchow looks, they say, as if it has never looked before in recent years; absolutely deserted. The only ships able to reach it are the two steamers of the Hongkong, Canton and Macao S. S. Co.: the Nanming and the Seimam, which ply between Canton and Wuchow. These, as most of our readers are aware, are of exceptionally light draft. Other vessels are obliged to lie below the bar, while their cargoes are taken back and forth by lighters.

Lower down the river, in the neighbourhood of the Seimam Channel, there is unusual military activity. Thousands of troops are being landed from junks at Seimam, and, at intervals along the river, are numerous guard-boats, and houseboats filled with soldiers. All down the bank, from Seimam to Wongmoon, an array of tiny mud forts has been erected, and a sentry mounts guard over each one. A Telegraph correspondent adds, apropos:—

"In one place they have built a fort right round a tree. One might think that the defenders thereof want to draw special attention to it. Anyhow, the tree would make an excellent target or signpost for an enemy. But Chinese strategy is a thing past the Western man's comprehension. You may remember that when Lung Chai-kwong was announced on Kan Yam San, his fortifications were, by his own order, painted white. A friend of his, who had been educated in England, observed that it was surely wiser to do the painting in accordance with the background, in order that the fortifications might not be easily distinguishable. 'No, no,' said Lung. 'Keep them painted white—and then the Chinese will see them and be frightened!'"

Our correspondent was at some pains to discover the meaning of all this extraordinary activity of troops along the river, but reliable information is not to be had, and secrecy is manifestly being observed. The theory is, however, that Chai Hing-lan, the Civil Governor, is about to carry out his plans of a war of extermination on the pirates; in which excellent effort we can but wish him the best of luck.

WAR CHARITIES.

Forthcoming Chinese Theatricals.

The leading Chinese in the Colony are arranging a series of Chinese theatrical performances at the Tai Ping Theatre to last four days and five nights, commencing from the evening of December 7, in aid of the War Charities Fund. A Committee, under the Chairmanship of the Hon. Mr. Lau Chu-pak, is now busily engaged in making preparations.

About 180 Chinese gentlemen have already given \$50 each, while some of them have, in addition, taken special boxes costing from \$200 to \$500 each. In view of the object of this undertaking, it is believed that the European community may desire to give the performance their patronage. Those desiring of securing seats are requested to communicate early with Mr. Ip Lan-chuen, Secretary of the Chinese Chamber of Commerce, as most of the seats have been booked. The price of a reserved seat is \$10.

OPENING OF NEW BANK.

Another Japanese Firm For Shanghai.

An addition was made yesterday to Shanghai's list of exchange banks, says the N. O. Daily News of November 30 with the opening in the building formerly occupied by the South Manchuria Railway Co., 1 Kiang Road, of the Sumitomo Bank, Ltd. The building had been renovated for the new tenants and all day yesterday there was a steady stream of visitors, Chinese in the morning and Japanese and other foreigners in the afternoon. The managers of other banks and business concerns were among those who called to wish success for this latest enterprise of the Sumitomo Bank, Ltd., this branch being the company's first appearance in China.

The home offices of the bank are in Osaka, and lately they have been opening branches in foreign countries. They have recently established their own offices in San Francisco, have organized a new company at Honolulu, and a building is now being erected for the company's Indian branch at Bombay. The Sumitomo Bank is the first private bank in Japan to undertake foreign banking business, which was started 12 years ago. The General Manager here is Mr. S. Kasahara, while Mr. T. Shibata, assistant manager, will be in charge of the banking department. The opening staff comprises nine Japanese assistants from Japan.

Beside a general banking business this Japanese company, new to Shanghai, will be an important factor in the metal trade of the port, as agents for the Sumitomo Yoko products. These include copper and manufactured copper, brass and steel of all descriptions; the Sumitomo Electric Wire and Cable Works, manufacturers of copper, brass and bronze wires for all purposes; the Sumitomo Steel Works, manufacturers of steel ingots, forgings, railway and ship material, and material for electric and engineering works. Fertilizer works and coal mines are among the varied enterprises of this enterprising company.

Sailing Postponed.

The sailing of the Pacific Mail steamer Venezuela had been postponed from Saturday, the 9th inst., to Monday, the 11th inst., at noon.

Malacca Voyages.

The Pacific Mail steamer Venezuela arrived in port from San Francisco to-day on her maiden voyage to the East. She had 17 stowage and 99 stowage passengers on board.

Telegram Delays.

"Deferred" telegrams exchanged with United Kingdom and North Europe, via Eastern, are still subject to heavy delay, but repairs to one of the broken cables having been effected, such telegrams are now being dispatched by wire, as opportunity offers, instead of by post between Gibraltar and London as previously notified.

THE "PALAYON" FIRE.

ENQUIRY AT THE MARINE COURT.

Origin of the Outbreak Investigated.

The enquiry was continued at the Harbour Office this morning, before a Court composed of Commander Beckwith, B.N., Commander Gibson, B.N., and Capt. Walker, into the cause of the a.s. Palayon, which was damaged by fire on November 2, in the Hongkong and Whampoa Company's dock at Kowloon.

Mr. F. C. Jenkin is appearing in the interests of the Asiatic Petroleum Company, and Mr. Looker on behalf of the Hongkong and Whampoa Dock Company.

Mr. Looker said it had struck him since the last sitting, after going into the evidence, that there should be on the Court a gentleman with some engineering experience.

The President said he had anticipated this, and the Marine Surveyor for the Government was present.

Henry John Beck said he was the fourth engineer of the Palayon, and was on board when the fire broke out. He had been an engineer on the ship for about 13 months, and consequently knew the engine-room well. At the time of the fire the Palayon was in the hands of the Dock Company for repairs. There were men working on the ship, under the supervision of Mr. Forayth, a member of the Dock Company's staff. Witness on November 2 arrived at the ship at about 7.20 a.m., and went into the engine-room, where he saw some Chinese workmen working on the fan engines and cylinders. They were going to take the fan engines away on shore for repairs. He thought this was the only work going on at the time. The cylinder tops were quite a distance from the engine-room fans. The men engaged on the work were using candles. Witness was in the engine-room about 15 minutes, and when he left he never saw any trace of fire. At about 8 o'clock he received a report from a Eurasian watchman, in the employ, he presumed, of the Dock Company. He told him that there was a fire in the engine-room. Witness went back and went just beyond the door of the steering-room. He could see the engine-room from there, and he saw flames in the region of the fan casing. The fire in this part was fairly fierce between the inside engine and the casing. He could not see any fire anywhere else. He did not see any workmen then, but he only stayed about half a minute, and sent the watchman to fetch Mr. Neave, the superintendent engineer of the Dock Company. There was a store-room on the top platform which contained lubricating oil in tins—five or six—and one containing paraffin; he thought about 300 gallons in each tank. The tanks were on the empty rather than the full side. He would have been able to see if there had been a fire in the lower portion of the store-room, but he did not see one. As to the approximate dimensions of the fire, the flames were two or three feet in height, and he saw six or seven feet of casing on fire. The fire was located round the shaft. At the time there was very little smoke, and his view was not obstructed.

Cross-examined by Mr. Looker, witness said from the steering-room door he could get an unobstructed view of the lower part of the fan casing, and the port engine. He did not see any Chinese coming out of the engine-room. If there had been a man in the engine-room when the fire broke out, he could have got out in a few seconds, through the stokehole. When witness went into the engine-room the first thing that morning, he went right past the fan and saw two or three men working at it. They had not an electric light bulb over their work; that he was quite sure. There was electric light in the engine-room on the port side. The other side of the ship, near the pump, he could not see any light. He could not see any light at the other side of the ship, but it was, it was not light. Witness was carrying a candle about, which was a usual thing to carry about in the engine-room. He did not inform anyone that there was oil aboard in the tanks in the store-room. Above the store-room was a coal bunker and there was coal in it—about 200 tons—a large quantity of which he believed was Welsh. At the time of the fire he would say the coal had been in the bunkers for about three months, and he believed they took it in at Naples. Witness then went on to say that he now believed they had taken some coal in at Malta, and if they did, that would be under two months before the date of the fire.

He thought they took about 30 gallons of kerosene on at Paris, and he did not think the tank was entirely empty. The cotton waste locker was about six feet high and three by three. At the time of the fire, he would say the locker was about a third full, and all the cotton waste new.

In answer to a question from Commander Gibson, witness said the box was iron, with a lid at the top, and a small door, about a foot wide, at the bottom.

Answering Commander Beckwith, witness said that when he got back from seeing the watchman he could not get into the steering room, the flames were so fierce. He did not notice any precautions against fire taken by the Dock Company, although he understood there were some. The brigade arrived a little time later.

Mr. Looker:—At this stage I would state that the Court was appointed to enquire into the origin. This may be a serious question. I must formally object to the Court entering into a determination as to the steps which were taken against the fire. It is outside the scope of this enquiry, and it is a very important point. It would be different in a case of fire at sea, where there would be officers and crew aboard, but on this ship there was only the witness. The question as to precautions might have to be determined by a jury.

Commander Beckwith:—I fail to see what the Court is here for if it is not to find out all about it.

Mr. Looker:—You are here to find the origin of the fire, and in the notice I received there is nothing about what precautions had been taken.

Witness, still in answer to the court, said that when he left the engine-room he went into the stokehole, where he put the candles out. The coal, so far as he knew, was quite dry. Before the voyage the vessel bunkered at Liverpool. The weather was muggy, but he could not say whether it was raining. The store-room was locked up. He never touched the padlock the morning he witnessed. He never had the keys.

Frank Warburton Richardson, an apprentice employed by the Dock Company, said he was given a job when the Palayon came in of removing gear that might be stolen. He was in company with a man named Goeth, the first time they went down, the store-room door was unlocked. They were carrying candles. There was a tank three quarters full of cotton waste, which he thought was mixed—some used and some unused. There was a bench near the cotton waste, which was filthy and greasy. He went into the store-room about a week later, when the store-room was still unlocked. He did not notice any drip tins.

Cross-examined, witness said both he and his companion had candles. They were probably down there five minutes or so. They never stuck candles on the benches in the store-room, but on a desk outside. When candles were properly used he did not think there was any danger. If Mr. Beck said the waste was new, he (witness) would think he was right. On the day of the fire he heard the fire whistle blow and went on the ship about 8.20. He thought it was an extraordinary thing for a fire to break out—it was not a common occurrence. He had seen men working on the engines with hand-lights and electric light.

Alfred Tacker, head watchman at the Dock, said he was handed over a number of keys for the Palayon. He put them in a tin, and handed them over to the watchman in charge of the ship. The tin's label was "Palayon". There were two keys.

Several other witnesses were called, and the case was adjourned.

Mr. Jenkin:—They might be there to conduct prayer meetings for anything I know, but they have to look after their things, and their things.

Several other witnesses were called, and the case was adjourned.

SMALL-POX EPIDEMIC.

Serious Cases of Concealment.

The present prevalence of small-pox in the western part of the city has given rise to much anxiety on the part of the Sanitary Department, and its energies to stamp the disease out were reflected at the Police Court this morning, when, before Mr. C. D. Melbourne, there were five cases in which persons were charged with concealing cases of the disease by not reporting them to the authorities.

Mr. D. W. Pratman, Head of the Sanitary Department, appeared to prosecute and there were also in Court Dr. J. H. Woodman (Medical Officer of Health) and Dr. McKenny, of the Tung Wah Hospital.

When defendants were called, one man was found to have a very much spotted face and Dr. McKenny examined him in Court saying it certainly looked a suspicious case. When it was found that the man had borne the marks since November 23, it was not considered that he was suffering, and he was allowed to remain in Court.

All defendants pleaded ignorance of the laws.

Dr. McKenny deposed to making the certificates in each case showing that the people found were suffering from small-pox.

Inspector Taylor, of the Sanitary Department, deposed as to the facts in each case. The infected subjects were children in every case except one, this being a married woman.

Dr. Woodman, speaking as to the prevalence of small-pox in the district, said that during the last month there had been 93 cases of small-pox, of which 44 were found dumped in the street and 28 more were only reported after death. Sixty-five of these cases came from the area in which the defendants lived.

Defendants all denied knowledge of the fact that they had to report the cases, some saying they had only been in the Colony for a short time.

Mr. Pratman, said the evidence of Dr. Woodman showed that the cases were about as bad as they could possibly be. There were a great number of dumped cases, and it was impossible to cope with an epidemic if it were kept secret in that fashion. Had it not been for more or less accidental visits, all these cases would have still been spreading infection.

As the fifth defendant was apparently a well-to-do man, he was fined \$50—the maximum—and the others, being poor people, were fined \$25 each.

Portuguese and two Chinese on watch night and day. From time to time he visited them to see that they kept proper watches. He could not say whether electric light had been laid on to the ship.

Witness went to say that he had just gone to his breakfast when the fire broke out, and he turned his coolies out with the hose. He went aboard and saw flames through the smoke in the engine-room. He never located the seat of the fire when the fire was out. He did not know if on the day of the fire electric light was connected with the ship. The watchman in the engine-room were to see that there was nothing stolen or broken.

Cross-examined by Mr. Jenkin, witness said that the men would not take any notice if told to get on with their work if they were sleeping. If the men thought it was the watchman's duty to stop them, he did not know that smoking was dangerous. He agreed that the men used candles, but that was a bit out of his line. If the candles were not used carefully they could be a source of danger. The watchmen were there mainly to stop theft.

Mr. Jenkin:—They might be there to conduct prayer meetings for anything I know, but they have to look after their things, and their things.

Several other witnesses were called, and the case was adjourned.

HONGKONG SHARE REPORT.

BANKS

**HONGKONG & SHANGHAI
BAKING CORPORATION.**

Paid-up Capital.....\$15,000,000

RESERVE FUNDS:

Starting
£1,500,000 at 2/-
= \$15,000,000

Silver.....\$18,000,000

.....\$33,000,000

Reserve Liability of
Proprietors.....\$15,000,000

COURT OF DIRECTORS.

C. F. Austin, Esq.
C. H. Patterson Esq., Chairman.
J. H. Patterson Esq., Deputy Chairman
C. T. M. Bakke, Esq.
C. H. Gubbay, Esq.
Messrs. R. & H. Mayhew.
J. A. Fenneman, Esq.
Messrs. M. & S. Phillips.

CHIEF MANAGERS
Hongkong—M. A. Gault, Esq.
MANAGERS
Shanghai—A. G. Stephen, Esq.
London—Messrs. London County and
Westminster, Limited.

Hongkong—Interest Allowed is
On Current Deposits at the rate of 2 per cent.
on the daily balance.

ON FILLED DEPOSITS
For 1 month, 4 1/2 per cent. per annum.
For 3 months, 5 1/2 per cent. per annum.
For 6 months, 6 1/2 per cent. per annum.
For 12 months, 7 1/2 per cent. per annum.

N. J. STABB,
Chief Manager.

**HONGKONG & SHANGHAI
BAKING CORPORATION.**

THE BUSINESS of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING AND SHIPPING COMPANY, LIMITED**, of which the **Bank** may be obtained on application.

INTEREST on deposits is allowed on the balance monthly balances at **Five per cent.** per annum, and on all other deposits at **Four per cent.** per annum. Depositors may transfer, at their discretion, balances of one or more to any other branch of the Bank, and may be placed on **FIXED DEPOSITS** at **Five per cent.** per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,

Incorporated by Royal Charter 1825.

HEAD OFFICE—LONDON.

Share Capital	£1,000,000
Reserve Fund	£200,000
Reserve	£1,000,000
Liability of Proprietors	£1,000,000

FOREIGN EXCHANGE and General Banking

CURRENT ACCOUNTS transacted, and **POWERS**
 of **ATTORNEY** received for years or shorter periods, all
 past which will be quoted on application.
T. C. DOWNING,
 Manager,
 Hongkong, 11th April, 1912.

THE MEROQUANTILE BANK OF
INDIA, LIMITED.
 Head Office 15, Gracechurch
 Street, London.
 Authorised Capital£1,500,000
 Subscribed " 1,125,000
 Paid Up " 562,500
 Reserve Fund " \$50,000

BANKERS:
 The Bank of Bengal,
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BRANCHES
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 Delhi Madras
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 Every description of Banking and Exchange
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C. CHAMPKIN,
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**INTERNATIONAL BANKING
 CORPORATION.**

HEAD OFFICE:
 60, Wall St., New York.

LONDON OFFICE:
 55, Bishopsgate, E.C.

CAPITAL PAID UP \$3,250,000
RESERVE FUNDS \$3,981,000

U.S. GOLD **\$7,181,000**

BRANCHES (contd.)

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NEW YORK	SEATTLE	SANTO DOMINGO
PHILADELPHIA	ST. LOUIS	SINGAPORE
PORTLAND	ST. PETERSBURG	SUNAM
RANTON	YOKOHAMA	YOKOHAMA

Through its close affiliation with The National City Bank of New York, the Bank is able to offer the services of that Bank in London, New York, San Francisco and South American, namely:

SANTIAGO	SURINAM	AIRES	BAVIA
BOGOTÁ	BUENOS AIRES	CAIRO	HAVER
BUENOS AIRES	LA HABANA	LIED	MANAGUA
MONTREAL	NEW YORK	PARIS	SAO PAULO
VALPARAISO			

AGENTS OF FOREIGN & LOCAL BANKING
IN ALL PORTS

CURRENT ACCOUNTS opened and FIXED DEPOSITS (retaining rates) can be secured on application.

S. R. MARSHALL,
Manager.

Hongkong, 26th September, 1916.

THE
YOKOHAMA SPECIE BANK.

LIMITED.

Established Capital Yen 48,000,000
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Funds " 30,900,000

Head Office.—YOKOHAMA.

Branches and		Agents
Bombay	Calcutta	Canton
Hankow	Kobe	Nagasaki
Rangoon	Singapore	Tientsin
Yokohama		
Amoy	Cebu	Fuzhou
Gamut	Hongkong	Kobe
Manila	Peking	Shanghai
Swatow	Taiwan	Tientsin
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